

Federal Capital Improvements Program

FOR THE NATIONAL CAPITAL REGION

fiscal years

2005

September 9 / 2004

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**Federal Capital
Improvements Program**
for the National Capital Region
Fiscal Years 2005-2010

Adopted
September 9, 2004

Introduction



The National Capital Planning Commission (NCPC) is responsible for planning the orderly development of the federal establishment in the National Capital Region, which consists of the District of Columbia, the official seat of the national government, the surrounding counties within the states of Maryland and Virginia—Montgomery, Prince George's, Arlington, Fairfax, Loudoun, and Prince William Counties—and the incorporated cities therein.

NCPC has authority to evaluate proposed federal capital projects for their conformity with adopted Commission plans and policies, and uses its review through the Federal Capital Improvements Program (FCIP) to help guide its planning activities in the region. As an initial assessment, the FCIP identifies, at a sufficiently early stage, projects that are important to the federal establishment, as well as projects that have potential adverse impacts or planning problems.

Each year, the Commission reviews and makes recommendations on proposed federal capital improvements within the six-year FCIP. NCPC's project recommendations assist the Office of Management and Budget (OMB) in reaching budgetary decisions about proposed regional federal capital projects and aid the Commission in coordinating federal projects with state and local governments at the earliest possible time.

National Capital Region (NCR)

The National Capital Region (NCR) includes the District of Columbia, the seat of the national government, and the surrounding counties within the states of Maryland and Virginia—Montgomery, Prince George's, Arlington, Fairfax, Loudoun, and Prince William—and the incorporated cities therein.

The Commission's recommendations are based on the extent to which proposed projects conform with planning and development policies in the region as described in plans and programs adopted by NCPC, regional planning bodies, and local and state governments (including the *Comprehensive Plan for the National Capital*, federal agency systems plans and master plans). The first year of this FCIP represents funding requests contained in the President's fiscal year 2005 budget transmitted to Congress in early 2004. Projects scheduled in the second to sixth year involve extended funding, or are new projects that will be scheduled year-by-year until they are ready for funding consideration.

The Commission's recommendations and comments within the FCIP do not represent approval or denial of proposed projects. Inclusion of projects within the FCIP shall not be construed or represented to constitute Commission review of development or project plans pursuant to Section 5 of the National Capital Planning Act, or any other applicable statute.

Program Summary

SUMMARY

The Federal Capital Improvements Program for FYs 2005-2010 contains a total of 214 proposed projects. Of this total, 175 have been submitted by agencies and are recommended for funding, the remaining 39 have been submitted by NCPC and are recommended for future programming.

The estimated total cost of the 175 projects recommended for funding for FYs 2005-2010 is \$9,307,705,000. Of these agency submitted projects, NCPC strongly endorses funding for 37. These projects are considered critical to strategically advancing and implementing significant

Commission and local planning policies and key planning initiatives, as well as other important federal interests. NCPC further recommends funding for 130 projects that are considered in conformance with Commission and local plans and planning policies. Funding should be programmed for the remaining 8 projects, but NCPC requests that a particular planning issue of a project be further addressed prior to submission of the project for Commission review and approval.

The number of projects recommended for funding, the total costs of these projects, and the allocation of the total program costs among major jurisdictions are represented in Table 1, Program Summary (includes projects funded through private donations):

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TABLE 1, PROGRAM SUMMARY

	Number of Projects	Total Cost (000,000)	Percent of Total Program Costs
District of Columbia	78	4,455	47.9
Maryland			
Montgomery County	23	1,724	18.5
Prince George's County	45	866	9.3
Subtotal	68	2,590	27.8
Virginia			
Arlington County	16	993	10.7
Fairfax County	11	372	4.0
Prince William County	1	21	0.2
Subtotal	28	1,386	14.9
National Capital Region	1	876	9.4
(The Wilson Bridge Replacement)			
Total Region	175	9,307	100.0

Of the 39 projects that have been submitted by NCPC and recommended for future programming, NCPC strongly endorses 16 that are critical to strategically advancing and implementing significant Commission and local planning policies and key

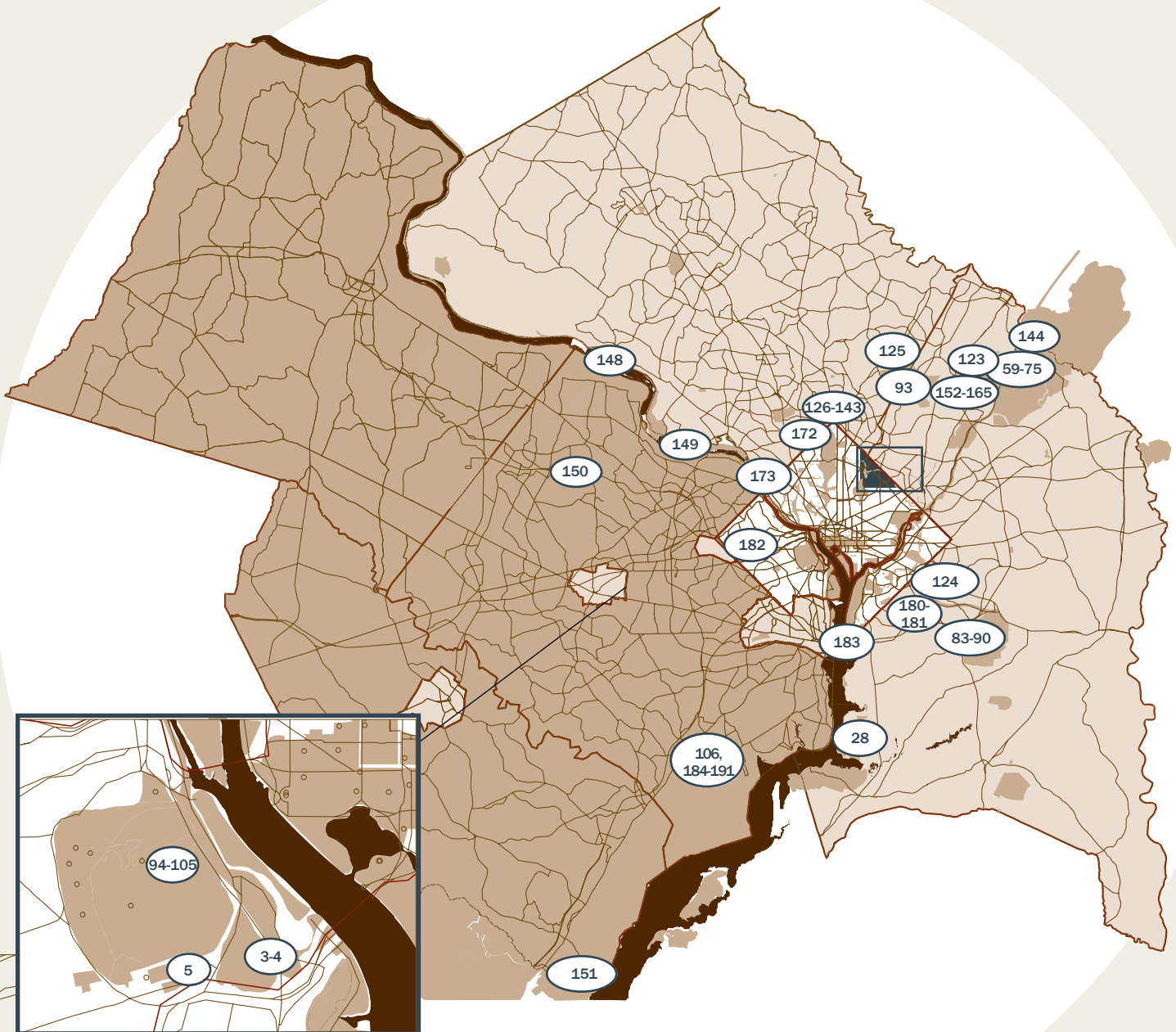
planning initiatives, as well as other important federal interests. NCPC further recommends that the appropriate agencies program the remaining 23 in their budgets as soon as fiscal and budgetary conditions permit.

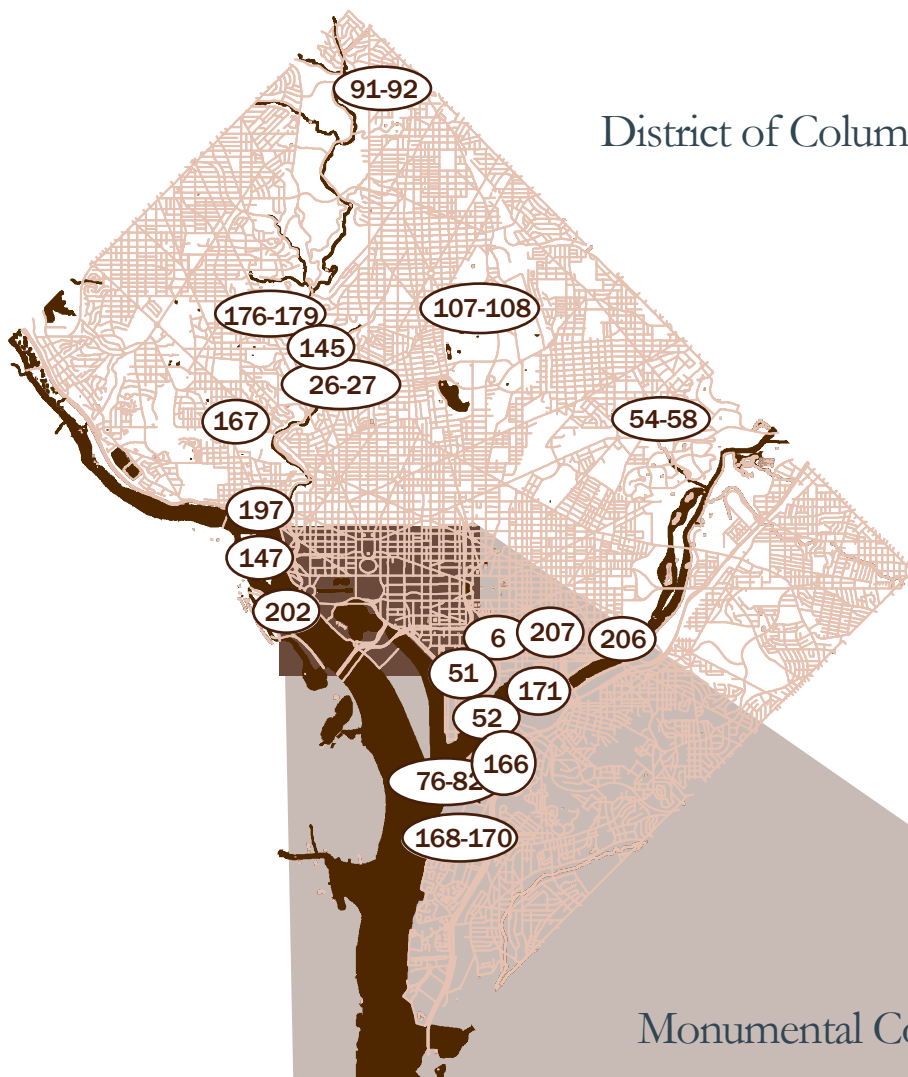
PROJECT RECOMMENDATION SUMMARY

The following summarizes the Commission's funding recommendations for the proposed capital projects for fiscal years 2005-2010. The recommendation categories—*Recommended and Strongly Endorsed*; *Recommended*; *Recommended for Program Purposes Only*; *Recommended for Future Programming*; *Recommended for Deferral*; and *Not Recommended*—are further defined in the Recommendation Definitions beginning on page 20.

National Capital Region

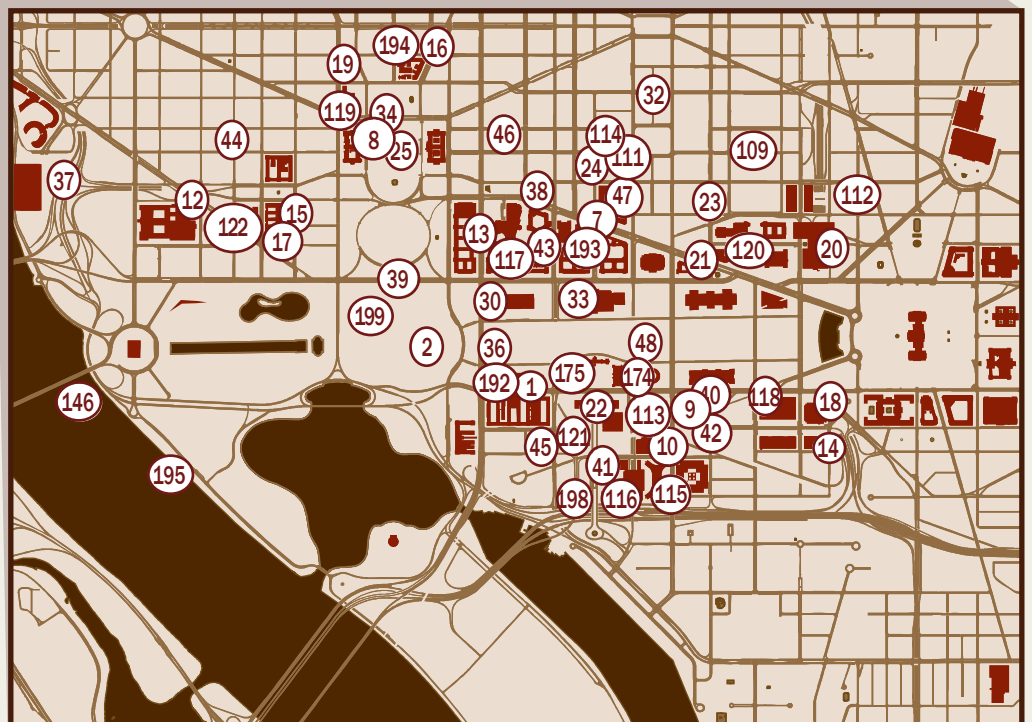
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District of Columbia

Monumental Core



Recommended and Strongly Endorsed

DEPARTMENT OF AGRICULTURE

USDA Headquarters

1. Agriculture South Building Modernization (p. 51)

DEPARTMENT OF THE ARMY

U.S. Army Corps of Engineers

2. Washington, D.C. and Vicinity Flood Control Project (p. 54)

DEPARTMENT OF DEFENSE

The Pentagon

3. Pentagon Renovation (p. 125)
4. Air Force Memorial Site Preparation (p. 126)
5. Pentagon Memorial (p. 126)

GENERAL SERVICES ADMINISTRATION

6. Environmental Site Remediation, Southeast Federal Center (p. 56)
7. Internal Revenue Service Building Modernization (p. 56)
8. Eisenhower Executive Office Building Modernization (p. 56)
9. General Services Administration, National Office Building Modernization (p. 56)
10. Federal Office Building 10A Modernization (p. 57)
11. General Services Administration, Regional Office Building Modernization (p. 57)
12. Department of State, Harry S Truman Building Modernization (p. 57)
13. Department of Commerce, Herbert C. Hoover Building Modernization (p. 57)
14. Mary E. Switzer Building Modernization (p. 58)
15. Department of Interior Building Modernization (p. 58)
16. Lafayette Building Modernization (p. 58)
17. Wilbur J. Cohen Building Modernization (p. 58)
18. Department of Health and Human Services, Hubert Humphrey Building Modernization (p. 59)
19. New Executive Office Building Systems Replacement (p. 59)
20. Department of Labor, Frances Perkins Building Modernization (p. 59)
21. Federal Trade Commission Building Modernization (p. 59)
22. Forrestal Building Modernization (p. 59)
23. E. Barrett Prettyman U.S. Courthouse Modernization (p. 59)
24. J. Edgar Hoover Building Modernization (p. 60)

DEPARTMENT OF THE INTERIOR

National Park Service

25. Structural & Utility Rehabilitation for the Executive Residence (p. 62)
26. Preserve and Protect Meridian Hill Park (1) (p. 62)
27. Preserve and Protect Meridian Hill Park (2) (p. 62)
28. Stabilize Fort Washington Park (p. 115)

SMITHSONIAN INSTITUTION

29. Construct/Install Anti-Terrorism Protection (p. 66)
30. National Museum of Natural History Revitalization (p. 67)
31. Restore Arts and Industries Building (p. 68)
32. Restore Patent Office Building (p. 70)
33. Revitalize National Museum of American History, Behring Center Public Space (p. 71)
34. Restore Renwick Gallery (p. 72)

DEPARTMENT OF STATE

35. Security Upgrades for Harry S Truman Building (p. 76)

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

36. National Mall Road Improvements (p. 77)
37. Kennedy Center Plaza Project (p. 78)

ALL DEPARTMENTS

38. Pennsylvania Avenue (3rd to 15th Streets, NW) Perimeter Security and Streetscape Improvements (p. 81)
39. Constitution Avenue (5th to 15th Streets and 17th to 23rd Streets, NW) Perimeter Security and Streetscape Improvements (p. 81)
40. Independence Avenue (3rd to 14th Streets, SW) Perimeter Security and Streetscape Improvements (p. 82)
41. 10th Street, SW Perimeter Security and Streetscape Improvements (p. 82)
42. Maryland Avenue, SW Perimeter Security and Streetscape Improvements (p. 82)
43. Federal Triangle Perimeter Security and Streetscape Improvements (p. 83)
44. West End Perimeter Security and Streetscape Improvements (p. 83)
45. Southwest Federal Center Perimeter Security and Streetscape Improvements (p. 84)
46. Downtown Perimeter Security and Streetscape Improvements (p. 84)
47. Federal Bureau of Investigation Perimeter Security and Streetscape Improvements (p. 85)
48. The Mall - Jefferson and Madison Drives Perimeter Security and Streetscape Improvements (p. 85)

- 49. Mobility and Parking Impact Studies (not mapped) (p. 86)
- 50. Downtown Circulator (not mapped) (p. 86)
- 51. South Capitol Street Reconstruction (p. 87)
- 52. New Frederick Douglass Memorial Bridge (p. 87)
- 53. Railroad Relocation Feasibility Study (p. 89)

Recommended

DEPARTMENT OF AGRICULTURE

U.S. National Arboretum

- 54. Hickey Run (p. 50)
- 55. Greenhouse Complex Renovation (p. 50)
- 56. Lab/Office Facility (p. 50)
- 57. Administration Building Modernization (p. 51)
- 58. Education and Visitor Center (p. 51)

Beltsville Agricultural Research Center

- 59. Upgrade Infrastructure BARC West (p. 108)
- 60. Modernize Building 167 (p. 108)
- 61. New Beef Parasitology Facility (p. 108)
- 62. New Beef Research Facility (p. 108)
- 63. New Poultry Parasitology Facility (p. 108)
- 64. Restore Building 178-1 (p. 109)
- 65. Upgrade Infrastructure for the BARC 300 Area (p. 109)
- 66. Road Renovations (p. 109)
- 67. Infrastructure 200 Area (p. 109)
- 68. Insect Quarantine Facility (p. 109)
- 69. Gut Rebuild Building 203C (p. 109)
- 70. Gut and Rebuild Building 1040 (p. 110)
- 71. New Dairy Maternity Facilities (p. 110)
- 72. New Swine Parasitology Facility (p. 110)
- 73. New Beef Quarantine (p. 110)
- 74. New Four Dairy Heifer Facilities (p. 110)
- 75. Animal Immunology (p. 110)

DEPARTMENT OF THE AIR FORCE

Air Force District of Washington, Bolling Air Force Base

- 76. Restoration & Modernization Cheshire Dorm (p. 52)
- 77. Replace/Improve Family Housing (p. 52)
- 78. Civil Engineering Storage/Shop/Readiness Facility (p. 52)
- 79. Add/Alter Main Library (p. 53)
- 80. Wing Administration Facility (p. 53)
- 81. Visiting Quarters (p. 53)
- 82. Restoration & Modernization Mathis Dorm (p. 53)

Air Mobility Command, Andrews Air Force Base

- 83. Repair Consolidated Mission Support Center (p. 111)
- 84. Improve Family Housing (p. 111)
- 85. New West Side Fitness Center (p. 111)
- 86. Base Civil Engineer Complex (p. 112)
- 87. Consolidated Aircraft Supply Center (p. 112)
- 88. Library/Education Center (p. 112)
- 89. Visiting Quarters (p. 113)
- 90. Air Force Conference Center (p. 113)

DEPARTMENT OF THE ARMY

Walter Reed Army Medical Center, Main Section

- 91. Hospital Energy Plant (p. 53)
- 92. Child Development Center (p. 54)

Walter Reed Army Medical Center, Forest Glen Section

- 93. Veterinary Treatment Clinic (p. 96)

Arlington National Cemetery

- 94. Land Development 90 Phase II/Niche Wall (p. 123)
- 95. Facilities Maintenance Complex Parking Lot and Boundary Wall (p. 123)
- 96. Building 117 Repairs (p. 123)
- 97. Columbarium Phase IV-B (Court 7) (p. 123)
- 98. Memorial Drive Ramp Realignment (p. 123)
- 99. Facilities Maintenance Complex Materials Storage Buildings (p. 124)
- 100. Parking Garage Repairs (p. 124)
- 101. Land Expansion Millennium (p. 124)
- 102. VA Route 110 Entrance and Parking Modifications (p. 124)
- 103. Facilities Maintenance Complex Vehicle Storage Building Guard Interior Renovation (p. 124)
- 104. U.S.S. Maine Memorial Restoration (p. 125)
- 105. Columbarium Phase V (Court 9) (p. 125)

Military District of Washington, Fort Belvoir

- 106. Replace DeWitt Hospital (p. 131)

Armed Forces Retirement Home

- 107. Demolish Hostess Building (p. 54)
- 108. Renovate Forwood Building (p. 54)

DISTRICT OF COLUMBIA COURTS

District of Columbia Courthouse

- 109. Renovation of the Old Courthouse (p. 55)

GENERAL SERVICES ADMINISTRATION

- 110. Remote Delivery Service Center (not mapped) (p. 60)
- 111. J. Edgar Hoover Building, Upgrade Electrical System (p. 60)
- 112. Fire and Life Safety Systems, Postal Square (p. 60)
- 113. Fire and Life Safety Systems, Frances Perkins Building (p. 60)
- 114. Fire and Life Safety Systems, J. Edgar Hoover Building (p. 60)
- 115. Fire and Life Safety Systems, Department of Housing and Urban Development (p. 60)
- 116. Fire and Life Safety Systems, Federal Office Building 10A (p. 60)
- 117. Fire and Life Safety Systems, Internal Revenue Service Building (p. 60)
- 118. Department of Education, Facade Repairs (p. 61)
- 119. New Executive Office Building HVAC (p. 61)
- 120. National Courts Window Replacement (p. 61)
- 121. HOTD Steam Distribution System (p. 61)
- 122. Theodore Roosevelt Building Reheat Coils (p. 61)
- 123. Southern Maryland Courthouse Annex (p. 113)

Suitland Federal Center

- 124. Washington National Records Center HVAC (p. 113)

White Oak

- 125. Food and Drug Administration Consolidation (p. 96)

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

- 126. Building 10 Transition Program (p. 97)
- 127. Chiller 27 (p. 97)
- 128. Animal Research Center/Central Vivarium (p. 97)
- 129. John Edward Porter Neuroscience Research Center, Phase II (p. 98)
- 130. West Campus Electrical Switching Station (p. 98)
- 131. Renovation at National Naval Medical Center - Building 17 (p. 99)
- 132. Building 10 Stabilization Program (p. 99)
- 133. Northwest Child Care Facility (p. 99)
- 134. Demolish Buildings 14/28/32 (p. 100)
- 135. South Quad Parking Facility (p. 100)
- 136. South Quad Utility Expansion (Chiller/Boiler#7) (p. 100)
- 137. Building 37 Basement Renovation (p. 100)
- 138. Building 3 Renovation (p. 101)
- 139. Laboratory N, Center for the Biology of Disease, South Quad (p. 101)
- 140. Laboratory P, Center for the Biology of Disease, South Quad (p. 101)
- 141. Buildings 29A & 29B Renovation and Demolition of Building 29 (p. 101)

- 142. Building 10 Clinical Research Core Renovation (p. 102)
- 143. Addition to NMR Center (p. 102)

DEPARTMENT OF HOMELAND SECURITY

U.S. Secret Service, James J. Rowley Training Center

- 144. Master Plan Facilities (p. 116)

DEPARTMENT OF THE INTERIOR

National Park Service

- 145. Preserve Peirce Mill Structure and Restore Milling Machinery Grounds (p. 63)
- 146. Restore Arts of War & Peace Sculptures on the Arlington Memorial Bridge (p. 63)
- 147. Theodore Roosevelt Memorial Rehabilitate Site (p. 63)
- 148. Restore Seneca Village Historic Scene (Riley's Lock), C & O Canal, 2 (p. 102)
- 149. Repair/Rehabilitate Great Falls Visitor Center and Facilities (p. 134)
- 150. Replace Main Gate Facility at Feline Center, Wolf Trap (p. 134)

DEPARTMENT OF JUSTICE

- 151. FBI Academy Operations and Maintenance/Renovations (p. 137)

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

Goddard Space Flight Center

- 152. Space Sciences Building (p. 115)
- 153. Rehabilitate HVAC Systems and Controls, Various Buildings (p. 115)
- 154. Rehabilitate Building 5 (p. 115)
- 155. Repair/Replace Roofs, Various Buildings (p. 115)
- 156. Repair Site Steam Distribution System (p. 116)
- 157. Humidity/Temperature & Particle Count Control Upgrades for I/T Facilities, Various Buildings (p. 116)
- 158. Upgrade Fire Alarm Systems, Various Buildings (p. 116)
- 159. Modify Various Buildings for Accessibility (p. 116)
- 160. Road Modifications to Support Facilities Master Plan (p. 116)
- 161. Management Operations Directorate Consolidation Building (p. 116)
- 162. Repair Emergency Chiller (p. 116)
- 163. Program Project Building (p. 116)
- 164. Modernize Buildings 7/10/15/29 (p. 116)
- 165. Repair Domestic Water/Sewer (p. 117)

DEPARTMENT OF THE NAVY**Anacostia Annex**

166. Enlisted Dining Facility (p. 65)

Naval Observatory

167. Atomic Clock Vault (p. 65)

Naval Research Laboratory

168. Advanced Computing Facility (p. 65)
169. Space Systems Technology Laboratory (p. 65)
170. Electronics Research Laboratory (p. 66)

Washington Navy Yard

171. Renovate Building W-200 (p. 66)

Uniformed Services University of the Health Sciences

172. Academic Program Center (p. 103)

Naval Surface Warfare Division Carderock

173. Engineering Management & Logistics Facility (p. 103)

SMITHSONIAN INSTITUTION

174. Restore and Waterproof Hirshhorn Plaza and Foundation Walls (p. 73)
175. Freer Gallery Exterior Restoration (p. 73)

National Zoological Park

176. Africa Exhibit (p. 74)
177. Asia Trail (p. 74)
178. Small Mammals Renovation (p. 75)
179. Renovate Seal/Sea Lion and Lower Bears (p. 76)

Museum Support Center, Suitland

180. Museum Support Center Pod 5 (p. 117)
181. Museum Support Center Pod 3 (p. 117)

DEPARTMENT OF STATE**George P. Schultz National Foreign Affairs Training Center**

182. Foreign Service Institute (FSI) Expansion (p. 127)

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration**

183. Woodrow Wilson Bridge Replacement (p. 140)

*Recommended For Program Purposes Only***DEPARTMENT OF THE ARMY****Military District of Washington, Fort Belvoir**

184. Soldier Support Center (p. 131)
185. Information Dominance Center (p. 131)
186. Addition to Building 358, Joint Personnel Recovery Agency (p. 132)
187. Museum Support Center (p. 132)
188. Prime Power School (p. 132)
189. Battalion Headquarters (p. 133)
190. Army Testing and Evaluation Command (p. 133)
191. South Post Physical Fitness Center (p. 133)

*Recommended for Future Programming***DEPARTMENT OF AGRICULTURE**

192. Conversion of the Department of Agriculture Building on the National Mall to a Public Use (p. 52)

GENERAL SERVICES ADMINISTRATION

193. Federal Triangle Lighting (p. 61)
194. Lafayette Building Exterior Refinishing (p. 61)

DEPARTMENT OF THE INTERIOR

195. Repair Seawalls, West Potomac Park (p. 63)
196. Fort Circle Parks System (not mapped) (p. 64)
197. Georgetown Waterfront Park-Design and Construction (p. 64)
198. Improve Pedestrian Linkages Between Mall Attractions and the Anacostia and Potomac Waterfronts (p. 64)
199. Update the National Mall Master Plan (p. 64)
200. Boundary Markers of the Nation's Capital (not mapped) (p. 140)

DEPARTMENT OF STATE

201. Develop a New Foreign Missions Center (not mapped) (p. 76)

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration**

202. Roosevelt Bridge Rehabilitation (p. 80)

Federal Railroad Administration

203. High Speed Rail to Baltimore-Washington International Airport (not mapped) (p. 141)

Federal Transit Administration

- 204. Dulles Corridor Rapid Transit Project (not mapped) (p. 142)
- 205. Light Rail Projects in the District of Columbia, Virginia, and Maryland (not mapped) (p. 142)

DEPARTMENTS OF THE INTERIOR, AIR FORCE, NAVY, AND ARMY

- 206. Develop Waterfront Parks (p. 80)

ALL AGENCIES

- 207. Plan and Design to Deck-over and Remove Portions of the Southwest/Southeast Freeway (p. 88)
- 208. Tour Bus Parking Facility (not mapped) (p. 90)
- 209. Address Urgent Capital Priorities of the Metro System and Expand Capacity of Metrorail (not mapped) (p. 143)
- 210. Regional Visitor's Center and Information Kiosks (not mapped) (p. 143)
- 211. Future Site Acquisitions for Memorial and Museum Uses (not mapped) (p. 144)
- 212. Water Taxi System (not mapped) (p. 144)
- 213. Regional Park System (not mapped) (p. 144)
- 214. Regional "Blue Trail" System (not mapped) (p. 144)

Recommended for Deferral

There are no projects submitted that are recommended for deferral for the fiscal years 2005-2010 program.

Not Recommended

There are no projects submitted that are not recommended for the fiscal years 2005-2010 program.

Program Process

FCIP FUNCTION AND PROCESS

Capital Improvement Definition

For purposes of the Federal Capital Improvements Program, a capital improvement is defined as a non-recurring expenditure or any expenditure for physical improvements, including costs for: acquisition of existing buildings, land or interests in land; construction of new buildings or other structures, including additions and major alterations; construction of streets and highways or utility lines; acquisition of fixed equipment; landscaping; and similar expenditures.

Expenditures for federal capital improvements include:

- Funds appropriated by Congress.
- Non-appropriated federal funds generated from sources such as retail sales at United States postal facilities, military stores, and officers' clubs.
- Funds provided by the private sector for construction on federal property or for construction on private land, provided the new structure is for occupancy and eventual ownership by the federal government.

Role and Function of the FCIP

The Federal Capital Improvements Program is a planning and budgeting tool. The National Capital Planning Commission reviews proposed federal capital projects within the National Capital Region for their conformity with adopted federal plans and policies and makes recommendations based on this review. The Commission transmits these recommendations to the Office of Management and Budget, which, in turn, uses the information in developing the President's annual budget.

The Commission's recommendations and comments within the FCIP are based on the extent to which proposed projects conform with planning and development policies in the region as described in plans and programs (including the Comprehensive Plan for the National Capital, federal agency system plans and master plans) adopted by the Commission, regional planning bodies, and local and state governments. They represent the Commission's

assessment of the project's contribution to implementing planning policies and initiatives or support of key federal interests.

As an initial assessment of proposed federal capital projects, the FCIP also allows the Commission to identify, at a sufficiently early stage, projects that are important to the orderly development of the federal establishment, as well as projects that have potential adverse impacts or planning problems that require resolution.

Another function of the FCIP is to coordinate proposed federal agency capital projects with agencies' long-range systems plans, Commission approved master plans, and Commission approved site and building plans for federal installations or single facilities. The FCIP functions as a vital first step in the implementation of these plans by serving as an early notification and coordinating tool for interested and affected local, regional, and state agencies.

State and local governments also submit their capital improvements programs to the Commission for review. This allows the Commission to determine, at the earliest time possible, whether state and local projects negatively affect federal interests. This process ensures that related projects are coordinated, possibly avoiding delays at the time of formal review. This results in cost savings to local and state governments and overall improvements in the regional economy.

FCIP Preparation Process

Preparation of the Federal Capital Improvements Program requires the cooperation and assistance of participating federal departments and agencies in submitting their annual capital budget requests and five "out-years" capital programs to the National Capital Planning Commission. Year one of the new FCIP represents funding requests contained in the President's fiscal year 2005 budget (the capital budget), the second to sixth years represent yearly funding requests for specific projects, or are funding requests for new projects scheduled year-by-year (the capital program).

The Commission requests capital budget and program information from federal agencies during the

summer. Following receipt, the Commission reviews the capital budget requests (the first year of the FCIP), and transmits its recommendations to the Office of Management and Budget in the fall. In late spring, the Commission prepares its recommendations for capital projects for the following five years and circulates a proposed FCIP for review and comment. Following the review period, the Commission adopts the FCIP in late summer.

Prior to adoption, the Commission refers the FCIP to federal departments and agencies, state and local governments, and interested organizations and citizens for their review and comments. This informs these users early about federal projects proposed in the region during the next six years.

OFFICE OF MANAGEMENT AND BUDGET REVIEW

Following the passage of the Government Performance and Results Act of 1993, the Office of Management and Budget places emphasis on linking federal agency program resources with performance, comparing proposed projects with federal agencies' strategic plans. OMB has identified the Federal Capital Improvements Program as an

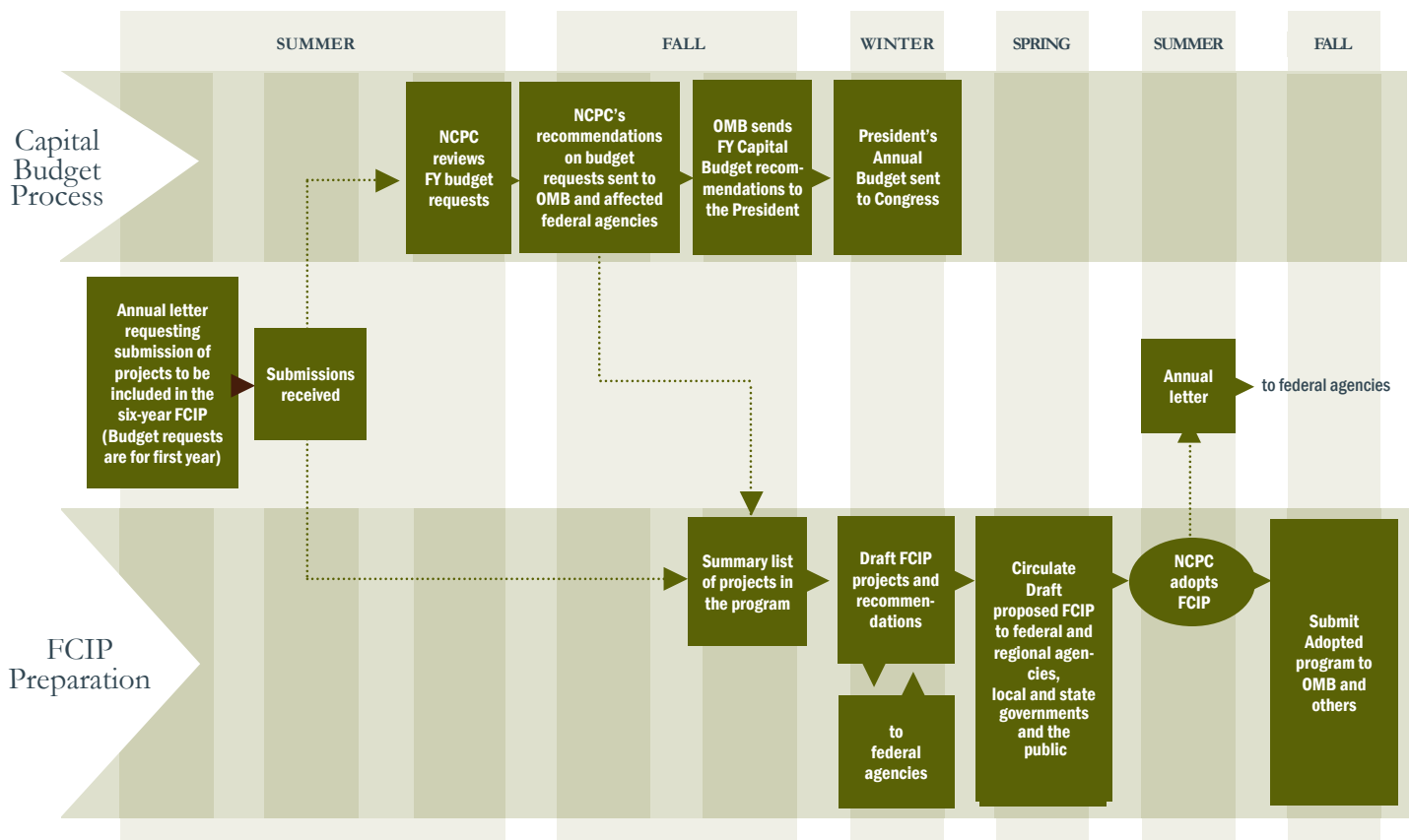
important management reform initiative and uses the Commission's recommendations in analyzing federal capital budget submissions.

LEGAL AUTHORITY

Preparation of the Federal Capital Improvements Program is pursuant to Section 7 of the National Capital Planning Act (40 U.S.C. 8723(a)), which requires that the Commission annually review and recommend a six-year program of federal public works projects for the National Capital Region. In addition, Section 33.1(d) of the Office of Management and Budget Circular No. A-11 *Preparation, Submission, and Execution of the Budget* (July, 2003) states that agencies "must consult with the National Capital Planning Commission in advance regarding proposed developments and projects or commitments for the acquisition of land in the National Capital area."

The Commission's recommendations and comments within the FCIP shall not be construed or represented to constitute Commission review and approval of development or project plans pursuant to Section 5 of the National Capital Planning Act, or any other applicable statute.

CHART 1, MAJOR STEPS IN PREPARING THE FEDERAL CAPITAL IMPROVEMENTS PROGRAM



Project Evaluation

Projects within the FCIP are evaluated by the National Capital Planning Commission for conformity with specific planning policies and development initiatives for the National Capital Region with clearly defined federal interests. The Commission makes project recommendations to the Office of Management and Budget based on this evaluation. The recommendations assist OMB in reaching budgetary decisions.

The Commission's recommendations are based on the extent proposed projects conform to general planning and development policies in the region as described in plans and programs adopted by the Commission, regional planning bodies, and local and state governments. In particular, the Commission reviews projects for their conformity with Commission approved site and building plans, Commission approved installation master plans, and Commission released plans and programs.

■ Site and Building Plans:

One of the Commission's principal responsibilities is to coordinate development activities of federal and District of Columbia agencies in the Region. Federal agencies submit to the Commission for project review their specific development proposals for site acquisitions, building construction or renovation, site development, street and road extensions and improvements, modifications to parking, and all forms of commemorative works as required under Section 5 of the National Capital Planning Act and other statutes. The Commission reviews these projects for conformity with applicable provisions of the Federal Elements of the *Comprehensive Plan for the National Capital* and approved Installation Master Plans.

This project review process is separate from the FCIP. Under this process many of the projects within the FCIP have been submitted for approval to the Commission by their sponsoring agencies. When this has occurred, the Commission's review has been noted within the Comment section following a specific project's description. These projects' conformity with the Commission's comments during project review influence the Commission's recommendations within the FCIP. (For projects that have not been submitted to the Commission for project review, the Commission's recommendations and comments within the FCIP

do not represent approval or denial of these projects. Inclusion of projects within the FCIP do not represent Commission review as required under Section 5 of the National Capital Planning Act, or any other applicable statute.)

■ Installation Master Plans:

The Commission requires all installations that have two or more major structures or land use activities to have an updated master plan. The Commission not only uses these plans in its review of construction plans for individual federal projects, but also reviews these long-range installation plans for consistency with broad Commission and other development policies. This review includes an evaluation of whether the quality, character, and extent of facilities proposed within an installation's master plan could accommodate the installation's assigned mission, as well as other plans and programs of the agency. Many projects within the FCIP are located on installations that require an installation master plan. These projects conformity with these plans influence the Commission's recommendations within the FCIP.

■ Commission Released Plans and Programs:

The federal establishment has a large impact on the appearance, operation, and economy of the NCR. As the NCR and the federal establishment evolves and changes, new issues such as security, declining federal employment, increasing federal procurement spending, and the location of monuments and memorials have emerged. The Commission has released a number of plans and programs to address these issues, including:

1. *Extending the Legacy: Planning America's Capital for the 21st Century*
2. *Federal Elements of the Comprehensive Plan for the National Capital*
3. *Memorials and Museums Master Plan*
4. *The National Capital Urban Design and Security Plan*

This chapter includes a description of these plans and programs, followed by definitions of the six recommendation categories used in evaluating the projects within the FCIP.

PLANS AND PROGRAMS

1. Extending the Legacy: Planning America's Capital for the 21st Century

The Legacy Plan, released in 1997, is a framework plan for the long-term growth of the Monumental Core of Washington. The Legacy Plan redefines the Monumental Core to include adjacent portions of North, South, and East Capitol Streets and reclaims and reconnects the city's waterfront, from Georgetown on the Potomac River to the National Arboretum on the Anacostia. It proposes ridding the city of visual and physical barriers, including removing portions of the Southeast/Southwest Freeway, relocating railroad tracks and bridges, and redesigning other high capacity transportation facilities that have divided Washington's neighborhoods for decades and restricted access to the waterfront. The Legacy Plan also addresses the District's urgent need for jobs and increased mobility by creating opportunities in all quadrants of the city for new parks, offices and other development, and transit centers.

There are five themes in the Legacy Plan:

- Build on the historic L'Enfant and McMillan Plans, which are the foundation of modern Washington.
- Unify the city and the Monumental Core, with the Capitol at the center.
- Use new memorials, museums, and other public buildings to stimulate economic development.
- Integrate the Potomac and Anacostia Rivers into the city's public life and protect the Mall and the adjacent historic landscape from undesirable intrusions.
- Develop a comprehensive, flexible, and convenient transportation system that eliminates barriers and improves movement within the city.

The Commission encourages all federal agencies to adhere to the concepts contained in the Legacy Plan as they prepare proposals for development within the Monumental Core and the region. In reviewing projects for the FCIP, the Commission recommends and strongly endorses significant proposed projects that help implement the Legacy Plan and other planning initiatives currently underway.

KEY INITIATIVES OF THE LEGACY PLAN

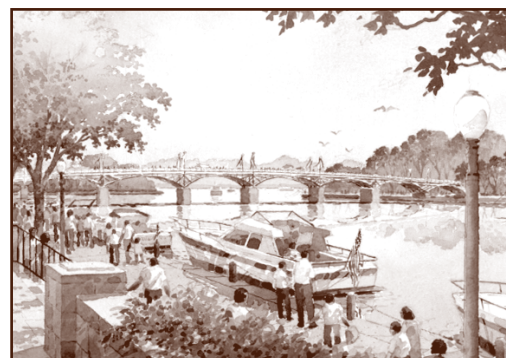
The Commission is currently involved in a number of planning initiatives in the District of Columbia that relate to the Legacy themes. These initiatives include: the development of a plaza at the Kennedy Center, a Downtown Circulator, the Anacostia Waterfront Initiative, redevelopment of South Capitol Street, and the relocation of rail lines in Southwest and Southeast.

The Kennedy Center Plaza

The Legacy Plan promotes improving access and creating new development opportunities at the Kennedy Center by eliminating the tangle of freeways and interchanges and reconnecting the Center to the city with an exciting plaza and a landscaped E Street that extends to the White House grounds. On the Potomac River side, access from the Kennedy Center to a rejuvenated waterfront would be provided. Since the release of the Legacy Plan, new plans for the Kennedy Center have evolved to construct pedestrian, vehicular, and bicycle access improvements and creating a formal public plaza spanning the Potomac Freeway--connecting the Kennedy Center to E Street, NW, 25th Street, NW, and other points north and south of the Center. The Federal Highway Administration (FHWA) is currently refining plans for these improvements.

Downtown Circulator

The Legacy Plan considers the federal government's critical interest in ensuring that the region has an effective transportation system that meets the needs of federal workers and visitors in the National Capital Region. The Downtown



Anacostia Waterfront Concept Rendering

Circulator is a project developed by the District's Department of Transportation and the Downtown Improvement District, in cooperation with the Commission and other federal agencies to help meet these needs.

The Circulator is designed as a convenient bus service to supplement the existing Metrorail and Metrobus system for workers, residents, and visitors throughout the Monumental Core and surrounding urban area (the daily downtown population is estimated at 225,000 and it is estimated that 22 million annual tourists visit the region's core). Transportation access and linkages between the District's downtown, the National Mall, museums of the Smithsonian Institution, the U.S. Capitol, and Union Station are critical to the long-term growth and vitality of the District's economy.

Routes of the Circulator will be located within a quarter of a mile of 90 percent of the federal employees who work downtown and will provide an efficient means of transportation for federal employees to move between federal buildings and downtown services.

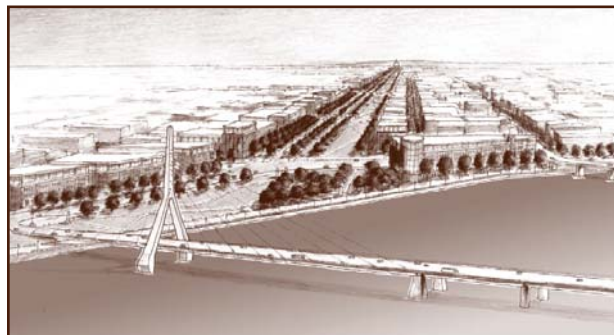
Work on an implementation plan to develop the routes, fare structure, detailed cost estimates for capital expenditures and operating costs, and ridership estimates for the Circulator began in late February 2002. The projected start of service date for initial routes of the Circulator is now March 2005.

The Anacostia Waterfront Initiative

The Legacy Plan aspires to recapture Washington's waterfronts by creating a continuous band of open space from Georgetown to the National Arboretum and creating new and highly desirable development opportunities in areas adjacent to this space.

Following the vision in the Legacy Plan, the Anacostia Waterfront Initiative (AWI) is a multi-agency effort to develop and implement a comprehensive plan for an energized waterfront that unifies diverse areas into a cohesive and attractive mixture of commercial, residential, recreational, and open-space uses. The AWI's focus is to coordinate waterfront development and conservation; develop enhanced park areas; and provide greater access to the waterfront from neighborhoods on both sides of the Anacostia river, as well as from the Mall, Capitol Hill, and Downtown. With over 90 percent of the riverfront publicly owned by the Department of Defense, the National Park Service, and the District of

South Capitol Street Concept Rendering



Columbia, the federal government has a major interest and role in the planning, design, and decision-making processes of the Initiative, as well as the development of projects in the area.

Some of these projects include the continued redevelopment of the Navy Yard by the Department of the Navy and the General Services Administration marketing the Southeast Federal Center for private mixed-use development and anchoring the area with a new headquarters building for the Department of Transportation.

Currently there are approximately 10,000 employees at the Navy Yard, and the Department of Transportation's headquarters building will bring an additional 5,500 federal employees to the area. GSA has worked with a private developer to create a plan to accommodate an additional 9,700 employees and 4,350 new residents at the Southeast Federal Center site.

South Capitol Street

The Legacy Plan envisioned a revitalized South Capitol Street corridor, including a new Frederick Douglass bridge, as a lively urban gateway to the city that combines both public and private development.

Responding to this vision, Congress directed multiple agencies in 2001 to study ways to reconfigure the South Capitol Street corridor into an urban boulevard that enhances the surrounding neighborhoods and provides a symbolic gateway to the nation's capital—a major step in refocusing development on the Capitol and in achieving a rejuvenated Anacostia waterfront.

The Commission, in cooperation with the District's Office of Planning, the District's Department of Transportation, and the Maryland Department of Transportation, released the *South Capitol Street Urban Design Study* in January 2003 to

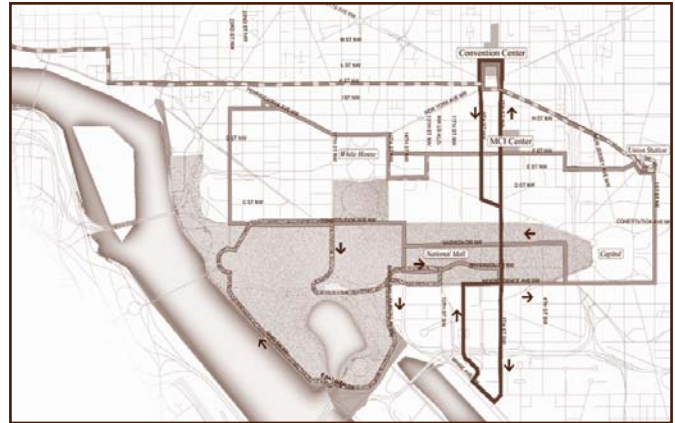
provide fundamental information regarding design, open space, and land use. The study offered potential scenarios for the revitalization of the South Capitol Street corridor and the Southeast Waterfront and provided urban design direction for a multi-agency study headed by the District's Department of Transportation. This study developed recommendations for improvements on South Capitol Street between Independence Avenue and the Suitland Parkway and on New Jersey Avenue between Independence Avenue and M Street, SE.

Furthermore, in November 2003, NCPC, in partnership with the District of Columbia engaged the Urban Land Institute (ULI) to convene an Advisory Services Panel to assist in the identification of implementation alternatives for the redevelopment of the South Capitol Street corridor. In January 2004, the District of Columbia commissioned a second ULI Panel to address implementation of the broader redevelopment of the Anacostia Waterfront. Both panels endorsed the concept of a welcoming and memorable gateway to city and, noting the extensive planning work already completed and the rapid movement of the private market into the area south of the U.S. Capitol, emphatically recommended immediate implementation of both the redesign and reconstruction of South Capitol Street and a new Frederick Douglass Bridge.

Railroad Relocation

The Legacy Plan envisioned removing the antiquated rail line along Maryland and Virginia avenues and relocating freight and passenger trains to eliminate many disruptive physical and visual barriers between neighborhoods and the waterfront and increase the potential for urban revitalization. The existing freight and passenger rail alignments pose constraints to future rail service improvements and potential security and safety concerns to adjacent federal facilities and residential neighborhoods. Plans should be developed to remove or deck-over portions of the freeway in this area to reconnect the surface-level street system. A study should also be undertaken to determine the feasibility of alternative alignments for the existing freight and passenger rail services in this area. The reconfiguration of railroad facilities south of the Monumental Core will create new development opportunities and tie together existing neighborhoods and commercial areas.

Proposed Downtown Circulator Routes



2. Federal Elements of the Comprehensive Plan for the National Capital

National capital cities share many traits with other major cities, but they also have unique qualities and distinct planning and development needs that set them apart. One of the Commission's primary tools in planning for federal activities is the Federal Elements to the Comprehensive Plan for the National Capital Region. The Comprehensive Plan is a blueprint for the long-term development of the Nation's Capital that establishes goals and policies for federal development in the Washington area and guides decision-making on individual actions the Commission takes on plans and proposals submitted for its review, including those projects submitted for the FCIP.

Within the Comprehensive Plan, NCPC recognized the National Capital as more than a concentration of federal employees and facilities but also as the symbolic heart of America. The capital city represents national power, promotes the country's shared history and traditions, and through its architecture and physical design, embodies national ideals. In the Comprehensive Plan, NCPC strikes a balance between preserving the city's rich heritage and shaping a worthy vision for its future.

The Comprehensive Plan's guiding principles provide context and the policies provide the plan's direction. Collectively, the policies represent a vision that the Commission and the federal government intend to promote in the region for years to come. The Comprehensive Plan identifies and addresses:

- The current and future needs of federal employees and visitors to the nation's capital;
- The need to efficiently locate new federal facilities and maintain existing ones where appropriate;
- The placement and accommodation of foreign missions and international agencies;
- The preservation and enhancement of the region's natural resources and environment;
- The protection of historic resources and urban design features that contribute to the image and functioning of the nation's capital; and,
- The need to maintain and improve access into, out of, and around the nation's capital.

The Comprehensive Plan includes the Federal Elements and the District of Columbia Elements. The Commission, by law, maintains the Federal Elements while the District of Columbia maintains its local elements. On August 5, 2004 the Commission adopted a complete revision of the Federal Elements. Within this revision are seven Federal Elements:

- Federal Workplace,
- Foreign Missions and International Organizations,
- Transportation,
- Parks and Open Space,
- Federal Environment,
- Preservation and Historic Features, and
- Visitors.

These Elements-along with the District's local elements (currently under revision and expected to be adopted in 2006), federal and District agencies' systems plans, individual installation master plans and subarea plans, development controls, and design guidelines-constitute a road map for NCPC's land use planning and development decision-making processes in the region.

The Federal Elements of the Comprehensive Plan address federal and national capital activities in the region and account for the changing role of the federal government. These elements focus on current and emerging planning issues and challenges and promote smarter, more coordinated growth and sustainable development. The plan also encourages partnerships with local and regional governments to advance mutual objectives.

PRINCIPLES OF THE COMPREHENSIVE PLAN

Accommodate Federal and National Capital Activities

- Enhance the beauty and order of the nation's capital.
- Promote the highest quality design in the National Capital Region.
- Balance accessibility and security.
- Preserve historic properties and important L'Enfant and McMillan Plan design features.
- Disperse national capital activities throughout the city and region.
- Promote the District of Columbia as the prime location for foreign diplomatic missions.

Reinforce "Smart Growth" and Sustainable Development Planning Principles

- Discourage suburban sprawl and encourage more compact forms of development.
- Encourage mixed uses within federal facilities.
- Support pedestrian-oriented development that adds vitality and visual interest to urban areas.
- Concentrate more intense federal development near existing high capacity transportation facilities.
- Promote non-auto transportation alternatives, including transit, walking, and bicycling.

Support Local and Regional Planning and Development Objectives

- Maximize the contribution of federal projects to local and regional jurisdictions through the location and design of federal facilities.
- Promote intergovernmental coordination.

Accommodate Federal and National Capital Activities

A key theme in the Comprehensive Plan is the appearance and image of our nation's capital. The city's physical design conveys the values and qualities to which we aspire as a nation. The Federal Elements ensure that federal activities within the region reflect the highest standards of architecture, urban design, and planning.

A second important theme is the operational efficiency of the federal government. The Federal Elements of the Comprehensive Plan envision a National Capital Region that is an economic, political, and cultural center. Regardless of their location, federal facilities should promote the highest quality design while providing an environment in which employees can perform their jobs safely and efficiently.

A third critical theme is transportation mobility and accessibility. To facilitate the movement of federal employees to and from the workplace, federal agencies in the region offer a variety of creative commuting programs. However, considering the National Capital Region's status as one of the most congested areas in the country, federal agencies must continue to find innovative strategies for addressing the transportation challenges facing the region.

Finally, the plan addresses the stewardship of the region's natural and cultural resources. For more than two centuries, the federal government has actively acquired, developed, and maintained parks and open space while protecting and enhancing natural resources in the region. It is imperative that regional authorities develop a unified approach to ensure that these resources are preserved so that they may be enjoyed by all in the future.

Reinforce Smart Growth and Sustainable Development Planning Principles

The Federal Elements of the Comprehensive Plan recognize the value of smart growth and sustainable development principles. The plan supports strategies that orient development to public transit; protect environmental and natural resources; organize new development in compact land use patterns; promote opportunities for infill development to take advantage of existing public infrastructure; and adapt and reuse existing historic and underutilized buildings to preserve the unique identities of local neighborhoods.

Support Local and Regional Planning and Development Objectives

The federal government has long been a major generator of growth and development in the NCR. Federally owned and leased facilities are located throughout the region, and federal activities significantly contribute to the economic health, welfare, and stability of the region. The Commission and federal agencies must work closely with authorities and community groups in jurisdictions where federal activities are located or proposed. The Commission also strongly

promotes public participation in the preparation and review of federal policies, plans, and programs in the region.

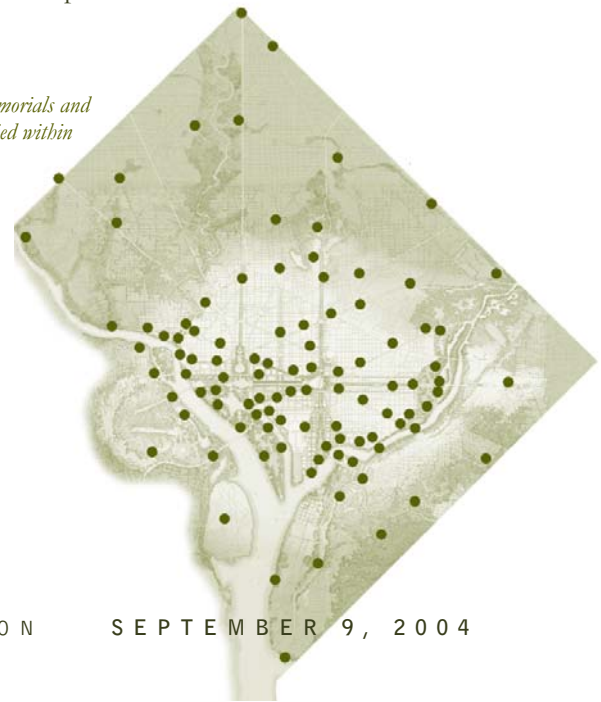
3. Memorials and Museums Master Plan

The *Memorials and Museums Master Plan*, adopted in 2001, advances the vision for the Monumental Core expressed in the Legacy Plan. The Master Plan recommends placing memorials and museums outside of the traditional Monumental Core of the city, in locations that provide not only appropriate settings for commemorative works, but also satisfy important local economic and neighborhood objectives. By identifying 100 sites for future memorials and museums, the Master Plan ensures that future generations of Americans will have premier locations for commemorative works they may want to build in coming years.

The impact of existing memorials and museums on Washington's overall economic life is enormous. These attractions are the primary destinations for over 21 million annual visitors and support a regional tourism economy of \$4.2 billion. Sixty-one percent of Washington's visitors are brought here by historic or cultural interests. These heritage travelers stay longer and spend more money than other travelers, helping to spur growth throughout a wide cross-section of the economy.

The Commission encourages federal agencies and others responsible for new memorials, museums, and other like uses to implement the recommendations contained within the Master Plan to help guide the development of their capital project proposals prior to submission for the FCIP.

Sites for new memorials and museums identified within the Master Plan



KEY INITIATIVES OF THE MEMORIALS AND MUSEUMS MASTER PLAN

The *Memorials and Museums Master Plan* includes policies for either advancing acquisition of key commemorative lands that are not presently under federal control, or facilitating the reservation of key parcels of land as non-federal properties are redeveloped. The Master Plan policy calls for the National Park Service, the General Services Administration, the District, and/or the Commission to acquire parcels located within the urban fabric of the District for national commemorative action, if necessary. Only seven of the recommended Master Plan sites are potential candidates for acquisition. The plan further suggests that the federal government identify government lands in its inventory to surplus or exchange to account for potential loss of property tax and other revenue from possible federal purchases. As proposed in the Master Plan, development of commemorative features on private lands should be arranged with the consent of property owners.

4. The National Capital Urban Design and Security Plan

The need for appropriate security measures at federal facilities has escalated over the past decade. Following the 1995 bombing of the Alfred P. Murrah Federal Building in Oklahoma City, many federal agencies in the National Capital Region erected makeshift barriers at their facilities. As a result, unsightly and poorly functioning entrances and public spaces proliferated at federal facilities, marring the beauty and openness of the nation's capital.

In March of 2001, the Commission's Interagency Security Task Force began discussing the reopening of Pennsylvania Avenue in front of the White House. The report, *Designing for Security in the Nation's Capital*, adopted in November 2001, summarized the findings of the task force regarding both Pennsylvania Avenue and the design of security measures throughout the remainder of the Monumental Core. Following an analysis of security considerations, the task force agreed that this portion of Pennsylvania Avenue should remain closed to vehicular traffic at this time. To reverse the adverse visual effects of the closure, the task force called for replacing the haphazard barricades with a distinguished, pedestrian-oriented public space that respects the historic integrity of the

Reconstruction of Pennsylvania Avenue in front of the White House



street. Another key recommendation from the report was the preparation of an urban design and security plan that would outline streetscape, landscape, and security improvements for Pennsylvania Avenue and the Monumental Core.

The Commission quickly moved forward with a comprehensive security plan and adopted *The National Capital Urban Design and Security Plan* in October 2002. The plan suggests a framework to improve the security of the public and its government within the Monumental Core while reestablishing a sense of openness and freedom. The plan identifies design solutions for perimeter security to protect against threats by bomb-laden vehicles approaching federal buildings. Design solutions include "hardened" street furniture and landscaped planting walls that can enhance local streetscapes while providing required security. The plan is used by the Commission in its review of security projects submitted to the Commission for design review under Section 5 of the National Capital Planning Act and other statutes.

A focus area of the Commission's Interagency Security Task Force was Pennsylvania Avenue in front of the White House. As recommended in *The National Capital Urban Design and Security Plan*, the Commission coordinated with its federal agency partners in developing a design scheme for this important portion of Pennsylvania Avenue. Currently under construction, the design by Michael Van Valkenburgh Associates will replace the existing barriers with specially designed bollards and guard booths that are visually pleasing and incorporated into the streetscape. New tree planting and paving materials along Pennsylvania Avenue will improve

the pedestrian character of the area, create a welcoming public space, and provide a more dignified view of the White House grounds. This important place in the nation's capital will be transformed into a gracious and beautiful public realm, worthy of the international significance and symbolic importance of the White House.

KEY INITIATIVES OF THE NATIONAL CAPITAL URBAN DESIGN AND SECURITY PLAN

The National Capital Urban Design and Security Plan also contains a catalogue of security design elements for the Federal Triangle, the National Mall, the Southwest Federal Center, the West End, Downtown, and Constitution and Independence Avenues. The plan recommends that the federal government fund--through individual agency budgets--all projects recommended within it. The plan recommends that, instead of financing makeshift barriers, federal agencies comply with the plan's guidelines for aesthetic security solutions as they develop capital projects for perimeter security.

The Commission strongly endorses projects that coordinate security-related capital improvements among one or more agencies located along a street, as recommended in *The National Capital Urban Design and Security Plan*. If properly planned and coordinated, these projects can provide adequate security for federal facilities while enhancing the unique character of the National Capital Region through appropriate urban design.

RECOMMENDATION DEFINITIONS

Each year the Commission makes capital project recommendations for projects proposed within the FCIP. These recommendations are then reviewed by the Office of Management and Budget and other agencies who use them to guide capital budget and programming decisions. The Commission's recommendations do not represent approval of the development or project plans of the proposed project.

The FCIP categorizes each federal capital project based on its conformity with established planning policies. The categories are: *Recommended and Strongly Endorsed*; *Recommended*; *Recommended for Program Purposes Only*; *Recommended for Future Programming*; *Recommended for Deferral*; and *Not Recommended*.

With respect to the categories, regional planning policies are defined as the overall goals contained within the *Comprehensive Plan for the National Capital*, the principles embodied in *Extending the Legacy: Planning America's Capital for the 21st Century*, and specific planning policies and programs contained within federal agencies' long-range systems plans, master plans, and strategic plans. In reviewing projects the Commission will also consider locally adopted planning policies.

Recommended initiatives and objectives refer to specific projects identified for implementation through adopted policy and vision plans, and other long- and short-range systems plans, master plans, and strategic plans.

Approved site and building plans are preliminary and/or final project construction plans that have been approved by the Commission.

The definitions of the recommendation categories are explained below.

RECOMMENDED AND STRONGLY ENDORSED

Projects "Recommended and Strongly Endorsed" highlight capital projects that are critical to strategically advancing and implementing key Commission planning policies and initiatives, or important federal interests within the region. A federal department or agency submits these projects to the FCIP, or they are future projects recommended by the Commission. Projects submitted by the Commission for this recommendation typically are within Commission plans including *Extending the Legacy: Planning America's Capital for the 21st Century*, the Draft Federal Elements of the *Comprehensive Plan for the National Capital*, *The National Capital Urban Design and Security Plan*, and the *Memorials and Museums Master Plan*.

Criteria for proposed projects "Recommended and Strongly Endorsed" change annually based on current critical planning objectives. For the 2005-2010 FCIP, "Recommended and Strongly Endorsed" is defined as follows:

This category includes projects submitted by federal agencies or recommended by the Commission that are critical to strategically advancing and implementing specific Commission and/or local planning policies and development initiatives; clearly defined federal interests and objectives; federal agency system plans; master plans for individual installations; or Commission-approved site and building plans.

These projects are major or significant new construction projects, rehabilitation and modernization projects, or land acquisition projects that may do one or more of the following:

- Contribute to the operational efficiency and productivity of the federal government by promoting opportunities to take advantage of existing public infrastructure and/or adapting and reusing existing historic and underutilized facilities.
- Improve the security of federal workers, federal activities, and visitors to the National Capital in a manner that complements and enhances the character of an area without impeding commerce and economic vitality.
- Protect and unify the historic and symbolic infrastructure of the Monumental Core and the District. These projects include new, rehabilitated and/or modernized memorials, museums, historic parks, federal agency and department headquarters facilities, historic streets, and other infrastructure.
- Restore the quality of the Anacostia and Potomac Rivers and associated waterways and improve public access to waterfront areas.
- Advance regional public transportation and other infrastructure that promotes the orientation of new development towards public transit and into compact land use patterns. Promotes the use of non-automobile transportation alternatives including walking and biking.
- Contribute significantly to the protection of environmental and natural resources.
- Anchor or promote community development and substantially contribute to the physical and economic improvement of surrounding areas.

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RECOMMENDED

"Recommended" projects within the FCIP are projects submitted by federal agencies—not by the Commission—that are in general conformance with Commission and local plans and policies. These projects may not necessarily be critical to implementing any strategic planning objectives, but may contribute to the implementation of these objectives. Projects within this category, however, must conform to adopted plans and policies. The definition used for projects "Recommended" throughout this FCIP is:

This category includes projects submitted with budget estimates by federal agencies that are considered to be in conformance with the Commission and local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; and Commission-approved site or building plans.

RECOMMENDED FOR PROGRAM PURPOSES ONLY

Projects "Recommended for Program Purposes" within the FCIP are projects submitted by federal agencies—not by the Commission—that the Commission found to be non-conforming with the Commission and local plans and policies. However, these projects do not necessarily pose any serious planning issues. Because these projects may not necessarily be critical to implementing any strategic planning objectives, but may contribute to the implementation of these objectives, the Commission recommends that they stay in the FCIP but requires that their non-conforming aspects be addressed before the projects are presented to the Commission for site and building design review and approval. The definition used for projects "Recommended for Program Purposes" throughout this FCIP is:

This category includes projects submitted with budget estimates by federal agencies that are considered to pose no serious planning issues, but are not in conformance with the Commission and local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or Commission-approved site and building plans. While recommended for programming, the non-conforming aspects of the project are to be satisfactorily addressed prior to submission of the project for Commission review and approval.

RECOMMENDED FOR FUTURE PROGRAMMING

In addition to the Commission submitting projects for inclusion in the "Recommended and Strongly Endorsed" category, the Commission continues to recommend projects that have not been submitted by other agencies within the "Recommended for Future Programming" category. Differentiated from projects "Recommended and Strongly Endorsed," however, these projects are typically conceptual and may not have the value to strategic planning that strongly endorsed projects may have. All projects in this category are submitted by the Commission, not by any other federal agency, and must conform to adopted plans and policies. Because these projects are typically conceptual they do not have cost estimates and are not included in any financial calculations or analyses within this FCIP. The definition used for projects "Recommended for Future Programming" throughout this FCIP is:

This category includes projects that have not been submitted by federal agencies but that the Commission believes should be submitted by a particular agency for future programming to advance and implement the Commission and/or local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or Commission-approved site and building plans. Projects in this category may or may not currently be recommended in Commission plans and could be conceptual in nature. These projects may or may not have budget estimates, although the Commission recommends that estimates be prepared for these projects by the responsible federal agency.

RECOMMENDED FOR DEFERRAL

A project is "Recommended for Deferral" within this FCIP because it conflicts with an adopted plan or policy. Typically, projects recommended in this category do not conform with established and Commission-adopted installation master plans. Projects in this category are submitted by other agencies (the Commission does not submit projects for deferral) and are typically not found critical to contributing to the implementation of strategic planning objectives. The definition used for projects "Recommended for Deferral" throughout this FCIP is:

This category includes projects submitted with budget estimates by federal agencies that the Commission believes should be postponed, without prejudice, pending resolution of conflict with the Commission and local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or Commission-approved site and building plans.

NOT RECOMMENDED

Projects are rarely "Not Recommended" within the FCIP given that they have often been vetted against existing plans and policies by the agencies prior to being considered as viable capital improvements. This year's FCIP does not contain any projects within the "Not Recommended" category. Projects within this category would be submitted for the FCIP by other agencies (the Commission does not submit projects that would not be recommended) and would not be critical to contributing to the implementation of strategic planning objectives. The definition used for projects "Not Recommended" throughout this FCIP is:

This category includes projects submitted with budget estimates by federal agencies, but which the Commission does not recommend because of inconsistencies with the Commission and local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or Commission-approved site and building plans.

PROJECT SUBMISSION RECOMMENDATIONS

The National Capital Planning Commission requests that the participating departments and agencies comply with the following recommendations, when appropriate, in submitting their capital budget requests and multi-year capital program for inclusion in the Federal Capital Improvements Program.

- Each federal agency should use the *Comprehensive Plan for the National Capital* as a planning policy guide in preparing its submission of proposed projects for the capital improvements program.
- The status of all approved master plans should be assessed approximately every five years by federal agencies. Master plans should be revised, as needed, to incorporate all project proposals prior to submitting them to the Commission as part of the capital improvements program.
- Proposed development projects should be evaluated for compliance with applicable federal, state, and local requirements regarding historic preservation or environmental protection, including impacts on traffic and nearby properties. Implementation may require review by federal, state, county, and city officials pursuant to historic preservation or environmental regulations, including issuance of permits, promulgated under the authority of federal law.
- The Commission urges each department and agency planning projects that will either generate additional stormwater runoff or potentially affect a 100-year floodplain or wetland area to identify measures, at the preliminary project plan review stage, to mitigate any potential adverse impacts.
- The Commission requests that federal agencies, in planning for future projects, specifically adhere to the policy in the Federal Facilities Element of the Comprehensive Plan, which states that, in selecting new locations or relocating federal activities, consideration should be given to the use of existing underdeveloped federal facilities before space is leased or additional lands are purchased. In addition, the

Commission encourages the Office of Management and Budget and other federal agencies to conform to the Comprehensive Plan and Executive Order 12072 regarding the location of federal facilities in the District of Columbia.

- As stated in the Comprehensive Plan: Federal Workplace element, the federal government should achieve not less than 60 percent of the region's federal employment in the District of Columbia. This policy is used by the Commission to ensure the retention of the historic concentration of federal employment in the seat of the national government. The Commission encourages federal agencies and departments to help realize this goal by locating and maintaining Cabinet-level departments and independent agencies and commissions, including facilities housing departmental, commission, or agency heads, their assistants, and other staff within the District of Columbia. Agencies and departments are also encouraged to consider locating and maintaining other types of federal facilities within the District of Columbia, as guided by other policies within the Comprehensive Plan.
- The Commission encourages all federal departments and agencies to adhere to the concepts contained in *Extending the Legacy: Planning America's Capital for the 21st Century* as they prepare proposals for development within the Monumental Core. The plan provides alternatives to preserve and enhance Washington's Monumental Core, which extends generally from the steps of the Capitol to the Lincoln Memorial and Arlington Cemetery and from the White House to the Potomac and Anacostia Rivers.
- The Commission encourages all federal agencies to design security improvements that are aesthetically appropriate to their surroundings and enhance the public environment. In particular, security improvements should be designed in accordance with recommendations in *The National Capital Urban Design and Security Plan*.

Project Background and Trends

The Background and Trends section contains data that was evaluated in the course of preparing the fiscal years 2005-2010 program. It includes an Analysis of Trends in the FCIP and an assessment of Probable Impacts in a limited number of topic areas.

ANALYSIS OF TRENDS IN THE FCIP

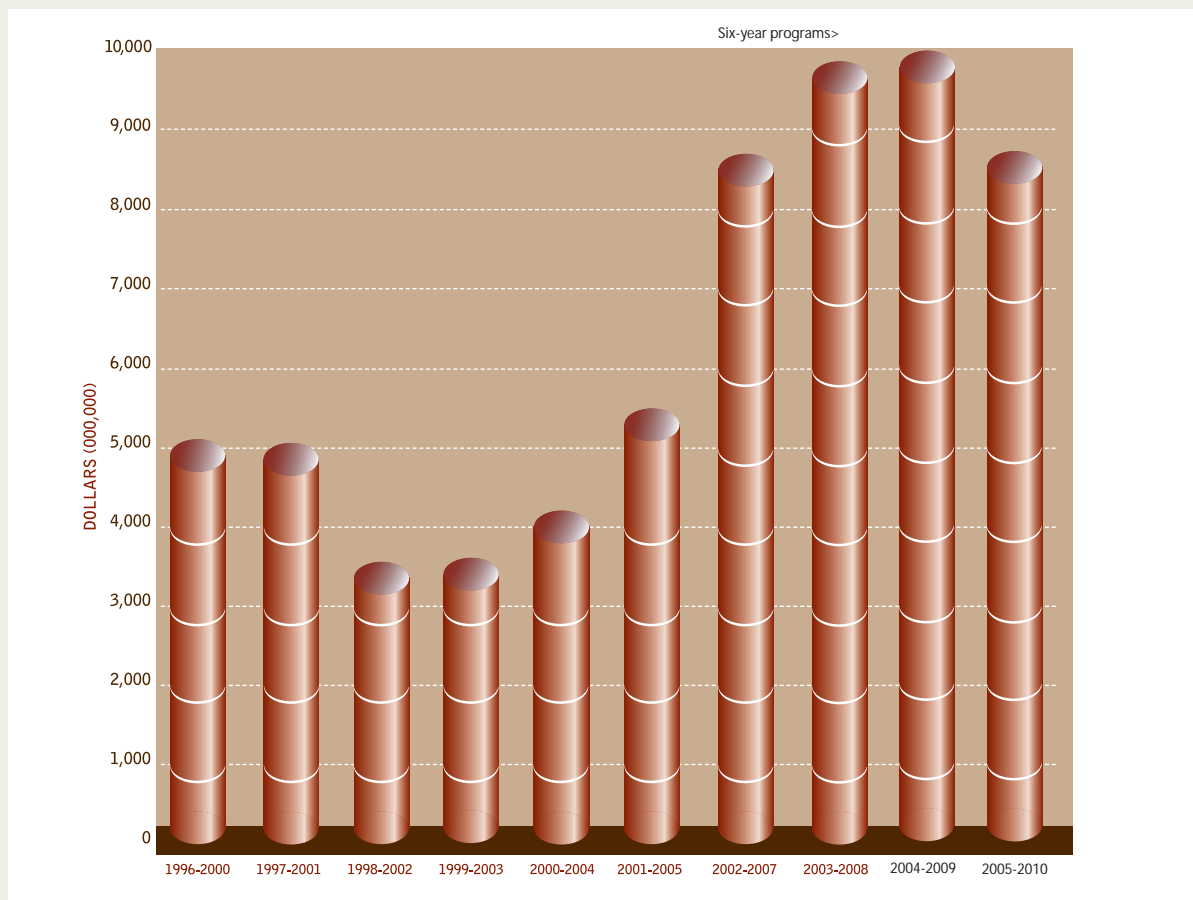
Trends in Annual Total Project Costs

Chart 2, Comparison of Federal Capital Improvements Programs, shows total costs for Federal Capital Improvements Programs over the last nine years. The table illustrates that total costs declined between the programs for fiscal years

1996-2000 and 1998-2002, and remained steady for the 1999-2003 program. Total costs have steadily increased since then until this 2005-2010 program, when the total program costs declined. (Note that the programs for fiscal years 2002-2007 and beyond cover six years, whereas previous programs covered five years.)

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CHART 2, COMPARISON OF FEDERAL CAPITAL IMPROVEMENTS PROGRAMS



Trends in Project Types and Regional Distribution

Identification of the types of projects in the program provides clarification regarding the program's characteristics. For example, 63 of the total projects submitted for the fiscal year 2005-2010 program involve new construction. It is also important to know where the various types of improvements will be carried out in the region.

There are four classifications for projects in the program: New Construction; Rehabilitation/Renovation; Site Improvements; and Other projects, such as installation of utilities, purchase of existing buildings, demolition, and security enhancements. New Construction has three sub-classifications: Office Space, Special Purpose, and Residential. Site Improvements has two sub-classifications: Land and Hard Surfaces.

Some of the projects in the program involve the acquisition of land, as indicated in the description of the project, in addition to development on the site. For certain projects, estimates for land acquisition and development are submitted as a combined amount; therefore, it is not possible to determine the total for land acquisition alone.

Table 2, Number of Projects by Region, shows the number of projects in the program by major jurisdictions in the region, according to each type and sub-classification. This table indicates that 36.0 percent are New Construction projects; 48.6 percent are Rehabilitation/Renovation projects; and the remaining 15.4 percent are apportioned between Site Improvements and Other.

Chart 4, General Distribution of Budget Estimates Within the Region, illustrates the percentage of the total FY 2005-2010 costs for each jurisdiction.

TABLE 2, NUMBER OF PROJECTS BY REGION

Development Classification	DC	MONT.	P.G.	MD	ARL.	FAIRFAX	P.W.	VA	NCR	Total	Percent of Total
New Construction											
Office Building	0	0	0	0	0	0	0	0	0	0	
Special Purpose	16	12	19	32	4	9	0	13	0	60	
Residential	2	0	1	0	0	0	0	0	0	3	
Subtotal	18	12	20	32	4	9	0	13	0	63	36.0
Rehabilitation/Renovation	52	8	20	28	3	1	1	5	0	85	48.6
Site Improvements											
Land	1	0	0	0	0	0	0	0	0	1	
Hard Surfaces	3	2	5	7	7	1	0	8	1	19	
Subtotal	4	2	5	7	7	1	0	8	1	20	11.4
Other	4	1	0	1	2	0	0	2	0	7	4.0
Total	78	23	45	68	16	11	1	28	1	175	100

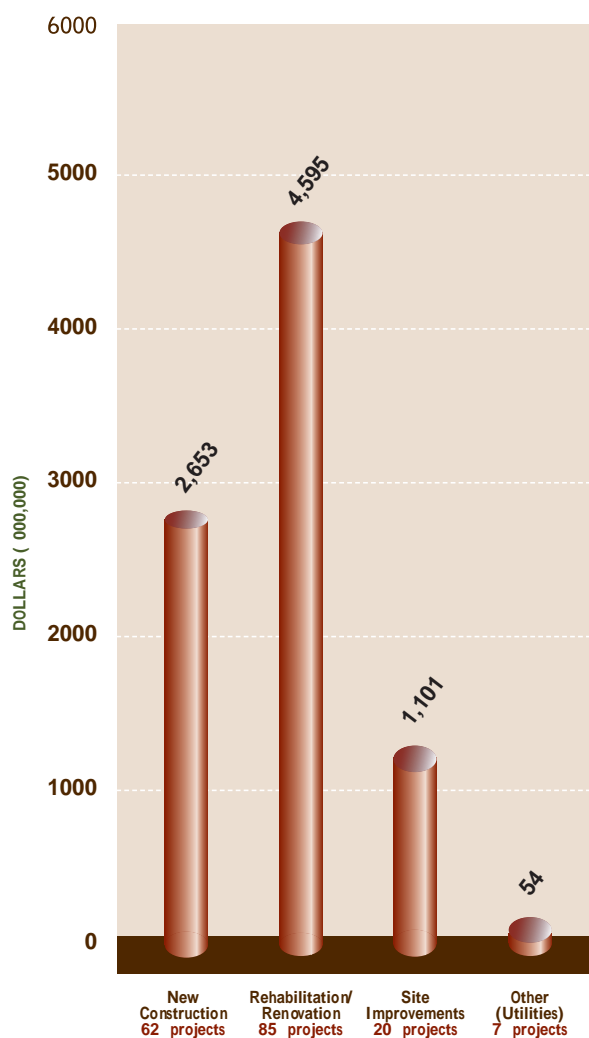
The projected costs of capital expenditures by project type for jurisdictions in the region total \$9.2 billion and are listed in Table 3, Cost Estimates for Each Type of Development by County/State. The approximate distribution of expenditures is as follows:

- \$4.5 billion (47.9 percent) for projects located in the District of Columbia;
- \$2.6 billion (27.8 percent) for projects in Maryland (\$1.7 billion, or 18.5 percent, for projects in Montgomery County; and \$866 million, or 9.3 percent, for projects located in Prince George's County);
- \$1.4 billion (14.9 percent) for projects in Virginia (\$993 million, or 10.7 percent, for projects in Arlington County; \$372 million, or 4.0 percent, for projects in Fairfax County; and \$21 million, or 0.2 percent, for projects in Prince William County);
- \$876 million (9.4 percent) for Woodrow Wilson Bridge Replacement Project.

TABLE 3, COST ESTIMATES FOR EACH TYPE OF DEVELOPMENT BY COUNTY/STATE

	(000 of Dollars)					
	New Construction	Rehabilitation/ Renovation	Site Improvements	Other	Total	Percent of Total Region
District of Columbia	635,397	3,776,258	33,624	9,654	4,454,933	47.9
Maryland						
Montgomery County	1,225,410	448,348	16,400	33,800	1,723,958	18.5
Pr. George's County	531,328	243,948	90,563	-0-	865,839	9.3
Subtotal	1,756,738	692,296	106,963	33,800	2,589,797	27.8
Virginia						
Arlington County	40,872	891,540	50,009	11,000	993,421	10.7
Fairfax County	365,850	1,776	4,120	-0-	371,746	4.0
Pr. William County	-0-	21,390	-0-	-0-	21,390	0.2
Subtotal	406,722	914,706	54,129	11,000	1,386,557	14.9
NCR	-0-	-0-	876,418	-0-	876,418	9.4
Total Region	2,798,857	5,383,260	1,071,134	54,454	9,307,705	100

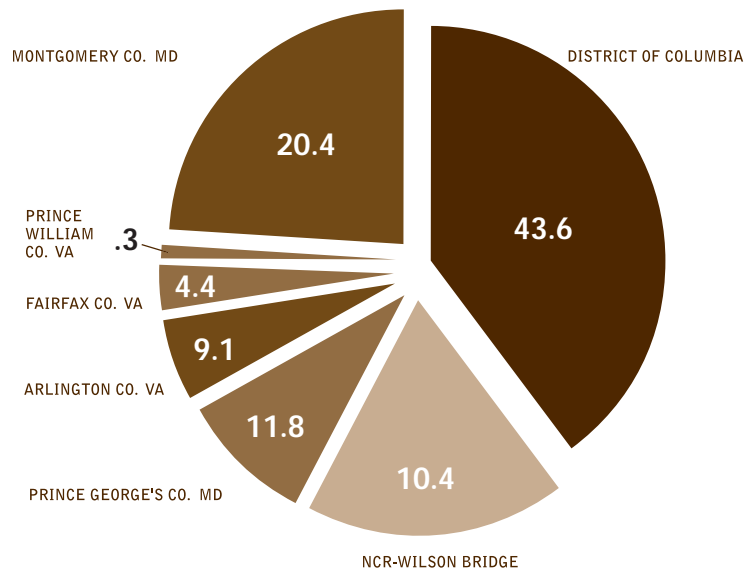
CHART 3, BUDGET ESTIMATE BY TYPE OF DEVELOPMENT



Each of the recommended projects has been classified by development type. Chart 3, Budget Estimate by Type of Development, illustrates the four types of development, the amount of funds, and the number of projects assigned to each.

Chart 4, General Distribution of Budget Estimates within the Region, illustrates the percentage of the total FY 2005-2010 costs for each jurisdiction.

CHART 4, GENERAL DISTRIBUTION OF BUDGET ESTIMATES WITHIN THE REGION



Distribution of estimated project cost by jurisdiction throughout the National Capital Region is shown in Chart 5. The Wilson Bridge Replacement Project is the only project within the National Capital Region (NCR) category.

CHART 5, DISTRIBUTION OF ESTIMATED PROJECT COST BY JURISDICTION

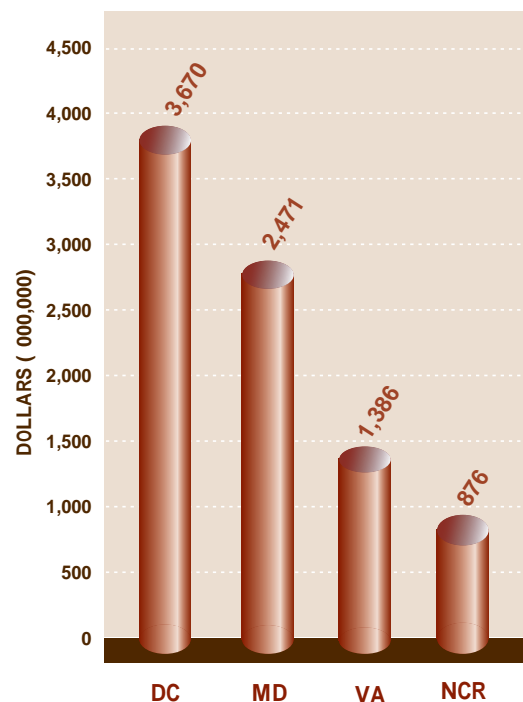
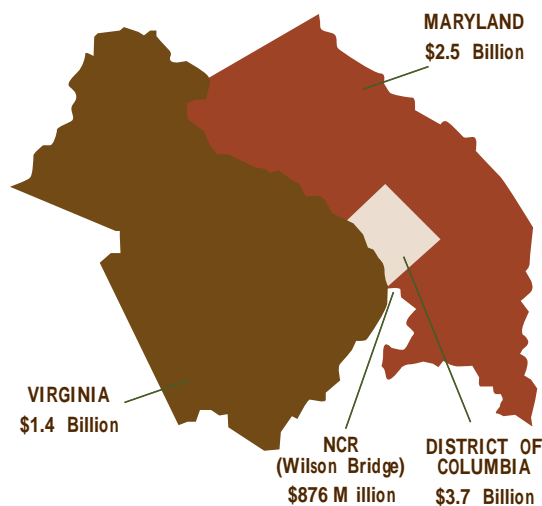
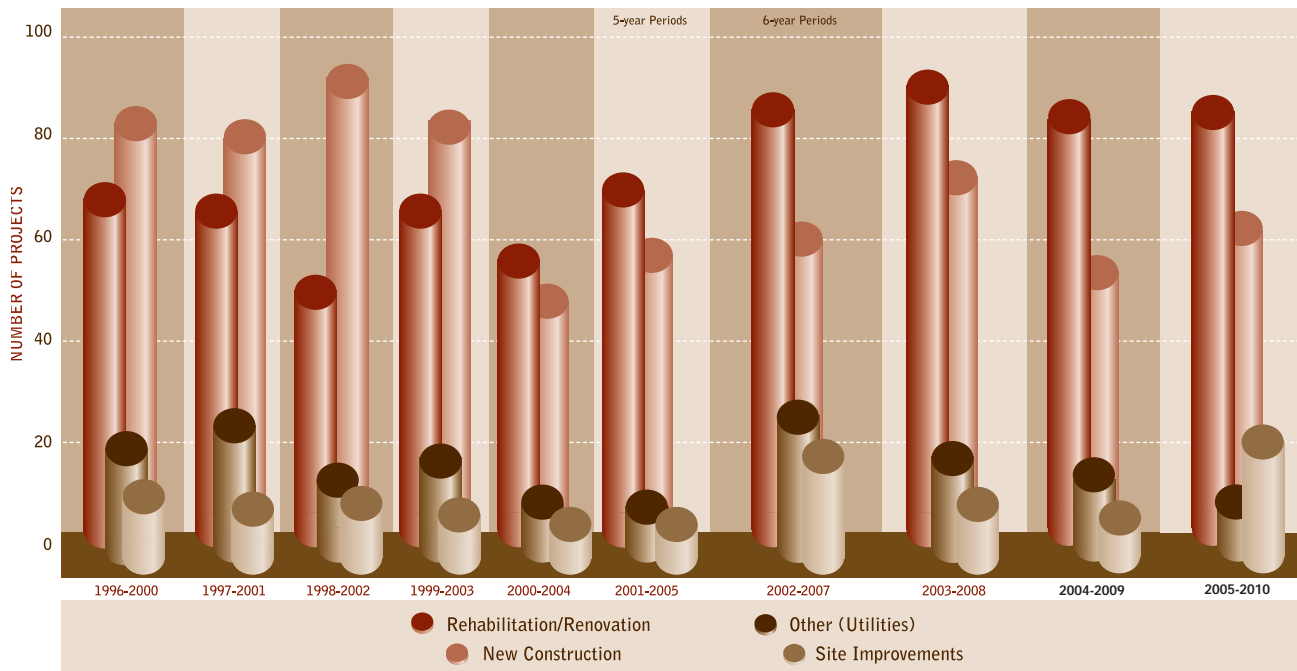


Chart 6, Comparison of Types of Projects between Federal Capital Improvements Programs, illustrates that Rehabilitation/Renovation projects comprised the largest share of projects for those FCIPs prepared between fiscal years 2000-2004

through fiscal years 2005-2010. In previous programs, New Construction represented the largest category of projects. Site Improvements and Other projects have continued to represent small portions of the FCIP since fiscal years 1996-2000.

CHART 6, COMPARISON OF TYPES OF PROJECTS BETWEEN FEDERAL CAPITAL IMPROVEMENTS PROGRAMS



PROBABLE IMPACTS

Some of the impacts that projects in the program may have on the region and individual jurisdictions within the region include: potential direct and indirect economic benefits resulting from federal capital expenditures and possible changes in employment.

Economic

Budget estimates provide some measure of the anticipated expenditures of funds for land acquisition and development in the various jurisdictions within the National Capital Region. It is anticipated that most, if not all, of these expenditures will benefit the local economy of this region.

If all of the projects in the program were approved, multiple billions in direct expenditures of funds for construction-related services and labor would be

introduced into the economies of the various jurisdictions where those projects are located.

In December 2002, the Commission released a study, *The Impact of Federal Procurement on the National Capital Region* which found that federal facilities in the Region spend over \$30 billion (\$31.5 billion in 2001) to procure research and development, services, supplies, and equipment including software and electronic components. This resulting direct and indirect spending accounts for over 20 percent of the total Regional Gross Product. While there is not a direct link between the location of private sector contractors for goods and services with multiple federal agency clients, single agency contractors (those specializing in particular goods or services for a specific federal agency) do tend to locate near the federal facility that they serve, often providing a benefit to that local jurisdiction's economic well being through an increase in personal and business tax revenues.

Employment

Only a very limited number of agencies have provided employment figures (new employment and the transfer of employment between major jurisdictions) for the projects within this FCIP. When provided, these employment figures are shown at the end of each project description in the following sections. Because only a limited number of agencies provided these numbers, they do not represent the total employment impact that all projects within this FCIP would have on local jurisdictions. The estimates of new employees, transferred employees, or the reductions in staff provided for these projects are listed below (the estimated number of employees is the approximate number that could be accommodated at the facility, it does not, however, represent the exact number of employees that will be located there).

Of the employment numbers provided, the District of Columbia would gain approximately 80 new employees that would be transferred from Virginia and 8 new employees. The new projects in Maryland are designed for the transfer of approximately 5040 employees already within Maryland and approximately 1,216 new employees. Maryland would lose 4 employees. Approximately 1035 employees at locations throughout the National Capital Region (most of whom are currently at locations within Virginia) will be transferred to projects in Virginia. An additional 169 new employees could be accommodated at Virginia projects. Virginia also

stands to lose 80 employees who would be transferred to the District of Columbia.

To help sustain the economic vitality of the District of Columbia--the seat of the federal government--the Commission continues to support a 60 percent distribution of federal employment in the District of Columbia and 40 percent elsewhere in the region, as described in the *Comprehensive Plan for the National Capital*. In 1969, the District of Columbia employed 58.0 percent of federal workers in the region. In 1970, however, federal employment in the District had decreased to 53.5 percent of the region's total. By 1977, the District's share of federal employment in the region had increased to 58.3 percent. Since that high point, the District's share has declined while the Maryland and Virginia shares have increased.

Tables 5, 6 and 7 and Charts 5, 6 and 7 show the distribution of federal employment (civilian and military) in the region between 1980 and 2002.

The Commission requests that each department and agency adhere to the policy in the Comprehensive Plan that specifies maintenance of the historic relative distribution of federal employment—approximately 60 percent in the District of Columbia and 40 percent elsewhere in the region, when appropriate, when submitting their capital budget requests and multi-year capital program for inclusion in the FCIP.

TABLE 4, CHANGES OF EMPLOYMENT BY JURISDICTION

	Existing # Employees	Estimated # Employees	Transferred from				New	Loss
			NCR	DC	MD	VA		
District of Columbia								
Agriculture So. Building Modern.	6500	6800		220		80		
Asia Trail, National Zoo	20	28					8	
Maryland								
FDA Consolidation	0	6256			5040		1216	
NIH-Northwest Child Care Facility	28	24						4
Virginia								
FSI Expansion	798	1002				35	169	
Pentagon	25000	26000				1000		

TABLE 5, DISTRIBUTION OF CIVILIAN AND MILITARY FEDERAL EMPLOYMENT IN THE NCR 1980-2002

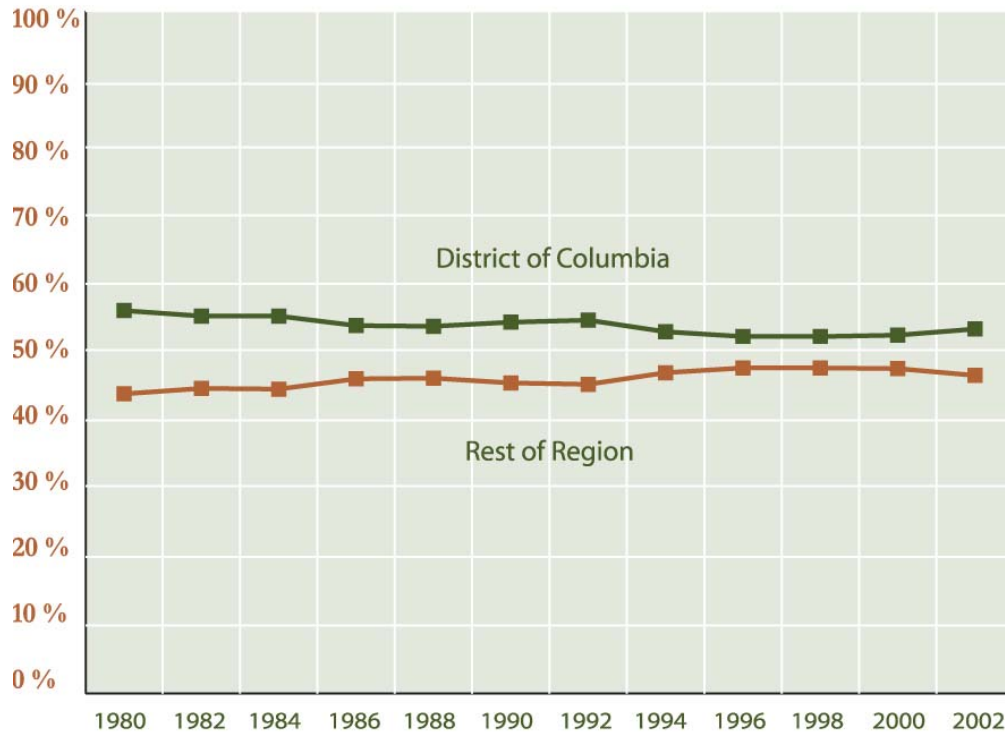
Year	Total	District of Columbia		Maryland		Virginia	
1980	401,263	224,985	56.1%	78,181	19.5%	98,097	24.4%
1982	406,351	224,708	55.3%	74,611	18.4%	107,032	26.3%
1984	413,559	228,878	55.3%	75,470	18.2%	109,211	26.4%
1986	406,377	219,186	53.9%	77,477	19.1%	109,714	27.0%
1988	414,528	223,136	53.8%	80,271	19.4%	111,121	26.8%
1990	414,918	225,914	54.4%	80,948	19.5%	108,056	26.0%
1992	432,963	236,886	54.7%	82,700	19.1%	113,377	26.2%
1994	411,547	218,052	53.0%	81,031	19.7%	112,464	27.3%
1996	382,071	199,818	52.3%	75,058	19.6%	107,195	28.1%
1998	372,230	194,709	52.3%	78,001	21.0%	99,520	26.7%
2000	369,312	193,780	52.5%	78,866	21.4%	96,666	26.2%
2002	362,811	193,835	53.4%	74,618	20.6%	94,358	26.0%

Civilian Source: Office of Personnel Management, Biennial Report of Employment by Geographic Area. Civilian data excludes the Central Intelligence Agency, National Security Agency, Defense Intelligence Agency, National Imagery and Mapping Agency, Army/Air Force Exchange Service, Consolidated Metropolitan Technical Personnel Center, and Defense Career Management and Support Agency, and other agencies that are exempt by law from reporting personnel for reasons of security.

Military Source: Department of Defense, Statistical Information Analysis Division.

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CHART 7, PERCENT DISTRIBUTION OF FEDERAL EMPLOYMENT IN THE NCR 1980-2002



Source: National Capital Planning Commission, April 2002

TABLE 6, DISTRIBUTION OF CIVILIAN FEDERAL EMPLOYMENT IN THE NCR 1980-2002

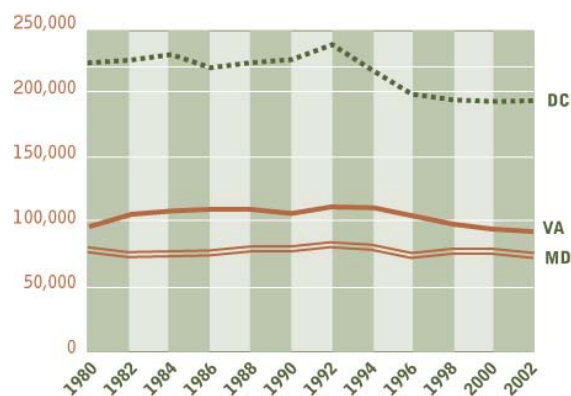
Year	Total	District of Columbia		Maryland		Virginia	
1980	343,590	209,583	61.0%	68,588	20.0%	65,419	19.0%
1982	346,329	211,830	61.2%	64,272	18.6%	70,227	20.3%
1984	351,458	215,926	61.4%	64,744	18.4%	70,788	20.1%
1986	344,289	206,056	59.8%	66,727	19.4%	71,506	20.8%
1988	353,608	210,494	59.5%	69,160	19.6%	73,954	20.9%
1990	356,544	212,031	59.5%	69,546	19.5%	74,967	21.0%
1992	374,895	222,755	59.4%	72,200	19.3%	79,940	21.3%
1994	353,640	204,267	57.8%	69,851	19.8%	79,522	22.5%
1996	324,991	185,447	57.1%	64,323	19.8%	75,221	23.1%
1998	320,226	181,077	56.5%	68,441	21.4%	70,708	22.1%
2000	321,091	180,969	56.4%	69,989	21.8%	70,133	21.8%
2002	310,485	181,024	58.3%	64,872	20.9%	64,589	20.8%

Civilian Source: Office of Personnel Management, Biennial Report of Employment by Geographic Area. Civilian data excludes the Central Intelligence Agency, National Security Agency, Defense Intelligence Agency, National Imagery and Mapping Agency, Army/Air Force Exchange Service, Consolidated Metropolitan Technical Personnel Center, and Defense Career Management and Support Agency, and other agencies that are exempt by law from reporting personnel for reasons of security.

TABLE 7, DISTRIBUTION OF MILITARY FEDERAL EMPLOYMENT IN THE NCR 1980-2002

Year	Total	District of Columbia		Maryland		Virginia	
1980	57,673	15,402	26.7%	9,593	16.6%	32,678	56.7%
1982	60,022	12,878	21.5%	10,339	17.2%	36,805	61.3%
1984	62,101	12,952	20.9%	10,726	17.3%	38,423	61.9%
1986	62,088	13,130	21.1%	10,750	17.3%	38,208	61.5%
1988	60,920	12,642	20.8%	11,111	18.2%	37,167	61.0%
1990	58,374	13,883	23.8%	11,402	19.5%	33,089	56.7%
1992	58,068	14,131	24.3%	10,500	18.1%	33,437	57.6%
1994	57,907	13,785	23.8%	11,180	19.3%	32,942	56.9%
1996	57,080	14,371	25.2%	10,735	18.8%	31,974	56.0%
1998	52,004	13,632	26.2%	9,560	18.4%	28,812	55.4%
2000	48,221	12,811	26.6%	8,877	18.4%	26,533	55.0%
2002	51,256	12,770	24.9%	9,154	17.9%	29,332	57.2%

Military Source: Department of Defense, Statistical Information Analysis Division.

CHART 8, PERCENT DISTRIBUTION OF CIVILIAN FEDERAL EMPLOYMENT IN THE NCR 1980-2002**CHART 9, PERCENT DISTRIBUTION OF MILITARY FEDERAL EMPLOYMENT IN THE NCR 1980-2002**